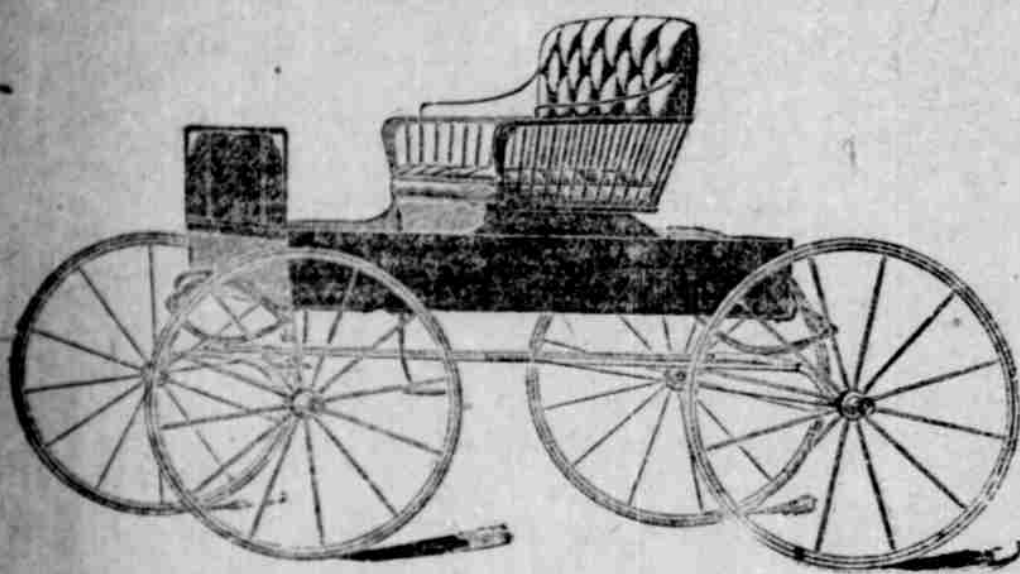


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It is not the wheels or the axles or the springs or the painting or the trimming that makes a high-grade vehicle. It is a perfect combination of these various parts. A vehicle to withstand the effects of our tropical climate must be provided with ALL these important essentials.

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We have also in stock at all times a full line of Surreys, Phaetons, Buggies, Runabouts, etc., direct from the factory of the H. H. Babcock Co., N. Y. These Vehicles are built by skilled mechanics, from carefully selected stock, and are the perfection of the carriage-builder's art; are fitted with Babcock Patent Self-Oiling and Dust-Excluding Axles, Bradley Quick Shift Shaft Couplings, Bailey Fifth Wheel, and Happy Thought Gear. We have been appointed SOLE AGENTS for these Vehicles in the Territory of Hawaii, and are prepared to guarantee them in every respect.

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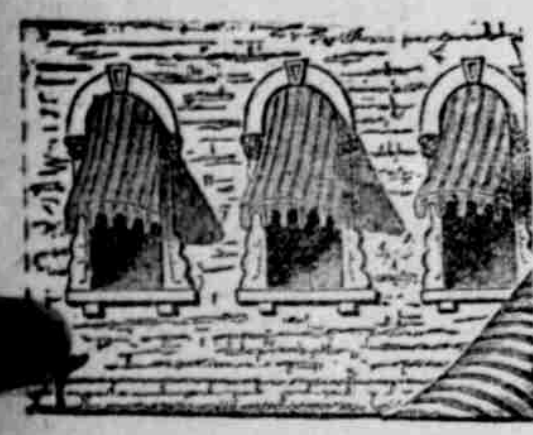
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The schedule of the transports to sail from San Francisco during the next three months, with their capacity for officers and men, is as follows: Summer, July 16, 57 officers and 780 men; Meade, August 1, 60, 1171; Hancock, August 16, 54, 1062; Warren, September 1, 42, 1242; Thomas, September 16, 69, 1654; Grant, October 1, 68, 1836; Sheridan, October 16, 93, 1834.

AN EVENTFUL PASSAGE.

SAN FRANCISCO, July 9.—The British ship Beechbank, Captain Buchanan, arrived last evening from Santa Rosalia, Lower California, after an eventful passage of a little over a month. The captain reports having spoken the German ship Peru on June 27th in latitude 33 deg. 16 min. north and longitude 131 deg. west. Captain Buchanan distinguished himself some months ago by rescuing the crew of a ship that foundered off Staten Island, near Cape Horn, in the terrific storm that is believed to have caused the loss of the ship Annie Thomas, bound from Europe to Acapulco. Captain Buchanan's ship, the Beechbank, was herself in great trouble during the storm, but he did not hesitate to lend a helping hand to his brother mariners. The Beechbank comes here in ballast and is under charter to load wheat.

STEAMER DOLPHIN.

SAN FRANCISCO, July 8.—The steamer Dolphin, from New York for Seattle, put in here last evening for coal. The actual running time was fifty-six days. The Dolphin is a rather lightly-constructed vessel, that formerly ran as an excursion boat between Boston and Portland, Me., and is credited with a speed of at least sixteen knots. She was recently purchased by the Alaska Steamship Company to run between Seattle and Skagway. Her registered tonnage is 498, and she is similar to the Cottage City, now on the northern coast, has twin screws and powerful engines, and is expected to bring Alaskan points much nearer to this coast. The Dolphin reached Point Lucia on May 10th on the passage to this port, Montevideo on May 29th, and sailed from Coronel, Chile, on June 14th, making a quick run up the western coast. Captain O'Brien commands the Dolphin.

GRAIN SHIPS IN DEMAND.

SAN FRANCISCO, July 8.—There is still a scarcity in port for the grain-carrying trade, although the rate to Europe is 41s. 6d. Last year at this time only 30 shillings could be obtained. There is said to be stored in warehouses throughout the State 430,000 tons of last year's wheat, and the amount will be added to by this season's output. Shipowners have not had so prosperous an outlook here for years.

VESSELS IN COLLISION.

SAN FRANCISCO, July 8.—The schooner Bender Brothers, from Bowen's Landing, collided with the Naval Reserve steamer Marion yesterday. The schooner was sailing up the bay under full sail, when the wind suddenly died out, and the vessel went against the Marion on the starboard bow before her course could be altered. The vessels were separated by the tug Milton, and the damage was very slight.

EXTRA TOW NECESSARY.

SAN FRANCISCO, July 7.—The ship Glory of the Seas, coal laden from the north, had been assigned to the ship at Lombard street, but upon her reaching there yesterday morning in tow of a tug, it was found that the ship Balclutha occupied the berth, having failed to leave at the expected time. As the Glory of the Seas draws twenty-seven feet, and cannot dock except at high tide, the expense for the extra tow that will be necessary will, it is said, fall upon the Balclutha.

THE HARBOR COMMISSION.

SAN FRANCISCO, July 6.—Folsom street wharf was yesterday assigned to the Government by the Harbor Commission for use as a transport dock, rental to be paid in a lump sum of \$1500 a month, instead of by dockage and tolls as heretofore. The wharf has been used for the transport service for the past eighteen months, and there has always been more or less trouble in connection with forwarding the required vouchers which were necessary under the dockage and tolls arrangement. The paying of a lump sum every month is expected to be more satisfactory to the Harbor Commission as well as to the Government officials. The new monthly rental will amount to about the same as dockage and tolls.

The assignment of two rooms in the ferry building to the United States Marine Hospital and Quarantine Service was canceled, to take effect July 1st. The rooms were needed by Dr. Kinyoun only during the plague scare. A report was received that the mail elevator in the ferry building is in good condition.

The chief engineer recommended the payment of \$1377 to the Union Lumber Company for paving 5508 square feet of East street. It was recommended that the City Street Improvement Company be paid \$5197.32 having completed 95 per cent of Howard wharf. The recommendations were approved and the amounts were ordered filed. Bills amounting to \$1868.36 were allowed and ordered paid.

The offer of James A. McMahon to furnish and replace fender and spring piles in the ship between Washington and Clay street wharves, and replace compound stringers on the bulkhead, was referred to the chief engineer.

CAPTAIN ATWOOD SUCCEDES. SAN FRANCISCO, July 4.—Captain Atwood of the barkentine Encore, whose illness during the vessel's trip from the nitrate ports was mentioned yesterday, died soon after the Encore entered the bay. For over a month Captain Atwood suffered severely from kidney troubles and heart disease, but bravely held on until the voyage was

at an end. The report that there was nobody else on board the Encore during the captain's illness who could navigate the vessel seems to have had no foundation, for the first mate has sailed on this Coast for twenty years and claims that at all times during Captain Atwood's illness the barkentine was under good control. The vessel was in no distress off Point Montara as feared by the lighthouse keeper. Captain Atwood was an old and tried captain, well known here, where he resided with his family. The Encore has been given a berth at Green-street wharf.

LARGEST STEAM SCHOONER.

SAN FRANCISCO, July 7.—The largest steam schooner ever built on Humboldt bay is the laqua, launched a few days ago at Bendixsen's yards for a lumber company at Eureka. The vessel will arrive here soon to have her machinery put in, bringing a cargo of shingles. She is 200 feet long, with a beam of 36 feet and depth of 15 feet, and has a capacity for carrying 650,000 feet of lumber or 7,000,000 shingles. Accommodations will be fitted up for twenty-five passengers. After receiving her engines, the vessel will engage in the shingle trade between Eureka and Newport. The laqua will be commanded by Captain Basch, for seven years master of the steamer North Fork.

SHIP FINGAL.

SAN FRANCISCO, July 4.—The British ship Fingal, Captain Archer, upon which 10 per cent reinsurance had been quoted, arrived from Calcutta yesterday morning, after a long passage of 146 days, and was sent to the quarantine station. The trip from Calcutta was eventful, even though tedious so far as speed was concerned, for two of the crew gave up their lives during the voyage. Sailing from Calcutta on February 6th light and variable winds were encountered, and the equator was crossed on March 7th in longitude 92 degrees east. Thence there were light and variable winds to Cape Lewin, followed by strong westerly gales continuing to the meridian, which was crossed on April 26th. On April 13th John Sadin, boatswain, 42 years old, a native of Singapore, fell from the maintop sail yard to the deck and was instantly killed. The southeast trades were taken in latitude 25 degrees south and carried to latitude 1 degree north, and the equator was crossed again on May 29th in longitude 120 west. There were light and variable winds from latitude 1 north to 11 north, thence northwesterly trades to latitude 28 north, thence to port northerly and west winds. On June 15th an explosion occurred in the carpenter shop, injuring the carpenter and a seaman. The carpenter died the following day. He was 40 years old, a native of Sweden. The sailor recovered.

SHIPPING NOTES.

Steamer Alameda arrives from the Colonies and sails for San Francisco today.

The Board of Health leaves at 9 o'clock this evening for the leper settlement on Molokai.

Dr. Carmichael has been given the use of the quarantine wharf for the fumigation of freight. The wharf will be used for this purpose until the Government hulks arrive from the Coast. Hulks for fumigating purposes are expected soon for Honolulu, Kahului and Hilo.

VESSELS IN PORT.

MERCHANTMEN.

(This list does not include coasters.)
 Agnor, Am. sp., Colby, Newcastle, May 14.
 Alden Besse, Am. bk., Potter, San Francisco, July 6.
 Azalia, Am. schr., Fardelus, Gray's Harbor, July 14.
 Sig. Bonanza, Am. bk., Bergman, Newcastle, June 2.
 Bainside, Am. schr., Bauman, Port Townsend, July 11; Allen & Robinson.
 Chas. E. Moody, Am. sp., Anderson, Tacoma, June 8.
 C. F. Sargent, Am. sp., Gammon, Tacoma, June 15.
 Ceylon, Am. bk., Willer, Laysan Island, July 7.
 Dirigo, Am. sp., Goodwin, Hongkong, June 15.
 Diamond Head, Am. bk., Peterson, San Francisco, July 8.
 Elisa, It. sp., Maresca, Newcastle, July 4.
 Erskine M. Phelps, Am. sp., Graham, Manila, June 14.
 Geo. Curtis, Am. sp., Geo. S. Calhoun, San Francisco, June 5.
 Geo. C. Perkins, Am. bk., Maas, Eureka, July 3.
 Halcyon, Am. schr., Chas. Mellin, Eureka, May 31.
 H. D. Bendixsen, Am. schr., Peterson, Eureka, July 5.
 Helene, Am. schr., Christiansen, San Francisco, July 11; W. G. Irwin & Co.
 Inga, Am. schr., Rasmussen, Newcastle, June 18.
 Ivy, Am. sh., Halsett, Newcastle, July 5.
 Irmgard, Am. bk., Smith, San Francisco, July 5.
 James H. Bruce, Am. schr., Peterson, Aberdeen, May 25.
 Kikikat, Am. bk., Cutler, Eureka, July 8.
 Louisiana, Am. bk., Malcom, Newcastle, June 22.
 Luzon, Am. schr., Anderson, Gray's Harbor, July 12; Lewers & Cooke.
 Mohican, Am. bk., Kelley, San Francisco, July 6.
 Mauna Ala, Haw. bk., Smith, San Francisco, July 1.
 Marion, Chilcott, Am. sp., Weeden, Newcastle, June 21.
 Mary E. Foster, Am. schr., Thompson, San Francisco, July 11; H. Hackfield & Co.
 Meteor, Am. schr., Lass, Port Gamble, July 14.
 Oregon, Am. bk., Parker, from Newcastle, June 15.
 Olympic, Am. bk., Gibbs, San Francisco, June 18.
 Rosamond, Am. schr., Ward, San Francisco, July 7.
 Sebastian Bach, Br. bk., Nagasaki, February 17.
 S. N. Castle, Am. bktn., Hubbard, San Francisco, July 17.
 Star of Italy, Haw. sp., Wester, Newcastle, June 1.
 St. Katherine, Am. bk., Saunders, San Francisco, July 12.
 Skagit, Am. bk., Robinson, Port Gamble, July 17.
 W. E. Flint, Am. bk., Parsons, New York, June 21.
 W. H. Dimond, Am. bk., Nilson, San Francisco, July 8.
 W. H. Smith, Am. schr., Smith, Port Blakely, July 12; Oahu Railway Co.

VESSELS EXPECTED.

Vessel. From.
 Mary Winkelman, Am. bktn., Gray's Harbor, Eureka, Br. schr., Liverpool.
 Helen Brewer, Haw. sp., New York.
 Challenger, Am. sp., New York.
 Henry Failing, Am. sp., Newcastle.
 J. Fuller, Am. sp., Nagasaki.
 Hayden Brown, Am. bk., Newcastle.
 Lyman D. Foster, Am. schr., Newcastle.
 John C. Potter, Am. sp., Newcastle.
 Robert Scaries, Am. schr., Newcastle.
 General Fairchild, Am. bk., Newcastle.
 Euterpe, Haw. ship, Newcastle.
 Star of Russia, Haw. ship, Newcastle.

Wachusett, Am. sp., Newcastle.
 Dechmont, Br. sp., Newcastle.
 City of Hankow, Br. sp., Newcastle.
 Empire, Am. bk., Newcastle.
 Republic, Br. bk., Newcastle.
 Sea King, Am. bk., Newcastle.
 Perseverance, Br. sp., Newcastle.
 Abby Palmer, Am. bk., Newcastle.
 King Cyrus, Am. sch., Newcastle.
 J. B. Brown, Am. sp., Newcastle.
 Gosselte, Am. sp., Newcastle.
 Woolahara, Br. bk., Newcastle.
 William Bowden, Am. sch., Newcastle.
 W. H. Talbot, Am. sch., Newcastle.
 Columbia, Am. sch., Newcastle.
 Benicia, Am. bktn., Newcastle.
 Prince Albert, Nor. sp., Newcastle.
 Prince Victor, Nor. sp., Newcastle.
 Clan Macpherson, Br. sh., Newcastle.
 Ancenis, Br. sh., Newcastle.
 Fantasi, Nor. bk., Newcastle.
 Invincible, Am. sh., Newcastle.
 Storm, Nor. bk., Newcastle.
 Wrestler, Am. bktn., Newcastle.
 Drumbrunton, Br. sh., Newcastle.
 Fresno, Am. bk., Newcastle.
 Alex. McNeil, Am. bk., Newcastle.
 Golden Shore, Am. sh., Newcastle.
 Dominion, Br. bk., Newcastle.
 James Nesmith, Am. sh., Newcastle.
 Balkamah, Br. sh., Newcastle.
 Keneloe, Am. sh., Newcastle.
 Adderly, Br. bk., Newcastle.
 Chehalis, Am. bk., Newcastle.
 Roland, Ger. sh., Newcastle.
 Irby, Br. sh., Newcastle.
 Mary A. Troop, Br. bk., Newcastle.
 Snow and Burgess, Am. bk., Newcastle.
 Benmore, Nor. bk., Newcastle.
 Lady Palmerston, Nor. bk., Newcastle.
 Marlon Lightbody, Br. sh., Newcastle.
 Philadelphia, Ger. sp., Hamburg.
 Carnedd Llewellyn, Br. sp., Hamburg.
 Haleswood, Br. bk., Antwerp.
 Yola, Br. sp., London.

CAUSE OF THE COLDNESS.

Edith.—So, all is over between you and Harold?
 Ethel.—Yes; I gave him ten dollars to bet for me on Pocahontas yesterday.
 Edith.—Well, Pocahontas lost.
 Ethel.—Yes; and the mean thing wouldn't even go to the bookmaker and ask him to give me my money back.

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